

With only her starboard engine in operation after the blast, but with all fires out, ISHERWOOD proceeded into port. It is a noteworthy fact that she was still able to fight despite her crippled condition. While entering port ISHERWOOD fired on another enemy plane which was attacking a nearby United States ship.

Totalling her losses, ISHERWOOD had 83 officers and men listed as killed, missing or wounded. Acts of heroism in saving the ship and administering aid to the wounded are too numerous to mention, but ISHERWOOD wrote a glorious page in the history of the U. S. Navy.

After emergency repairs, the ship proceeded to Ulithi on 4 May to prepare her for the long voyage home. The battered destroyer arrived at San Francisco on June 3, 1945, and entered the Mare Island Navy Yard for repair alternations. ISHERWOOD completed her post repair trails the day the war ended and never had a chance to avenge herself in World War II.

On 15 August, Lieutenant Commander Louis H. Mayo, USN, relieved Commander Louis E. Schmidt, USN, as Commanding Officer of the U.S.S. ISHERWOOD.

The ship reported to Commander San Diego Shakedown Group, Fleet Operational Training Command, Pacific, for a ten day refresher training on 23 August. The ship remained in San Diego during September under the Operational command of the San Diego Underway Training Unit. On 3 October, ISHERWOOD, in company with the USS B-ISE (OL 47), the destroyers PORTER, WELLES, SIGOURNEY, and GANSEVOORE, departed San Diego for New York via the Panama Canal.

On 27 October, ISHERWOOD participated in the Navy Day Presidential Review firing a twenty-one gun salute to the President, embarked in USS RENSHAW (DD 499). Departing from New York on 1 November, ISHERWOOD steamed to Charleston, South Carolina to the Commander Charleston Group Atlantic Reserve Fleet for decommissioning prior to being placed out of commission in reserve. The ship arrived in Charleston on 3 November, 1945, having completed two and one half years of active duty.

Recommissioned 5 April, 1951 at the Charleston Group Atlantic Reserve Fleet, the ISHERWOOD joined the Atlantic Fleet under the command of Commander W. O. Spears, USN, who was relieved in January of 1952 by Commander P. H. Backus, USN. During the next 20 months, the ISHERWOOD was to enjoy two cruises with the Mediterranean SIXTH Fleet, and in the latter to participate in WELDFAST, a NATO operation.

Commander C. A. Dancy Jr., USN, assumed command on 22 April 1954 at the Boston Naval Shipyard, where the ISHERWOOD was undergoing her 3"/50 conversion.

On 27 November 1954, the ISHERWOOD departed for the Pacific to form a permanent part of Cruiser-Destroyer Force Pacific Fleet. Commander Harry Burns relieved Commander C. A. Dancy on 8 October 1955 as commanding officer.

The ISHERWOOD is home ported in San Diego and throughout the year participates in Fleet, Anti-submarine, shore bombardment, and anti-aircraft exercises.

The ISHERWOOD and Destroyer Division 211 travelled to the Orient in January of 1956 for a six month tour. The ports of call were Pearl Harbor, Midway, Yokosuka, Sasebo, and several other Japanese ports. Then travelling south the ISHERWOOD commenced a 30 day tour in the Formosa Straits and ISHERWOOD participated in Seventh Fleet operations. Subic Bay, in the Philippines, was then visited for an upkeep period. The ISHERWOOD was then selected for a Goodwill visit to Malaya and several ports on the coast were visited. Upon ISHERWOOD's return to San Diego, she prepared for her shipyard overhaul at Mare Island, near San Francisco, California.

It was then in September of 1956 that Commander Burns was relieved of command by Commander Melvin Johnson.

Commander Johnson's previous duty had been executive Officer on the USS KIDD (DD 661), which had just completed its shipyard overhaul at Mare Island. Commencing overhaul in September, the ISHERWOOD received the latest electronic and sonar conversions and had many of its installations brought up to date. After a drydocking, the ship completed repairs and Bay Trails 30 December, 1956, and returned to San Diego in January of 1957.

All of February was taken up by intensive Underway Training Exercises and the ship was graded as to its readiness for operation and war. After passing these exercises, preparations were made for another tour in Asiatic waters. Departing San Diego 11 April 1957, and the ancient rites for turning lollywogs into Shellbacks were reenacted for the benefit of 117 members of the crew who had never before crossed Neptune's Line. Shortly thereafter the exotic harbor of Pago Pago was sighted and the ship docked for the night. Heading southwest once again, ISHERWOOD, after 2 long weeks from San Diego, arrived at one of the world's loveliest harbors, Sydney, Australia. The ship was met by large crowds of curious and friendly natives. The five day stay went all too soon but the American sailor's attraction once more proved itself as the crowds lingering on the wharf were even larger as ISHERWOOD departed than they had been on arrival.

Perth on the wild Australia West Coast was the next port of call. Here equally curious but at first less friendly natives met the ship. At the end of the 5 day stay, however, the populace had proved itself exceedingly warmhearted and hospitable. It was here that ISHERWOOD's fine drill team was selected as the Admiral's Honor Guard at services held commemorating Coral Sea Day.

After a brief stay in Darwin, the ISHERWOOD departed Australia and rounded out a typical WESTPAC cruise in Hong Kong, Formosa, and Japan. The ship returned to San Diego 29 September 1957.

During the cruise ISHERWOOD participated in extensive anti-submarine warfare maneuvers and won a ASW "E" for Excellence and another "E" for surface torpedo firing.

After leave and upkeep period at the Naval Station, ISHERWOOD participated in more anti-submarine exercises. A giant strike exercise, to test the West Coast's defenses and at the same time improved offensive tactics, was held in February in which ISHERWOOD played a part. After this ISHERWOOD held type training and shore bombardment and is now preparing for deployment to Asia on 20 May 1958.

Cdr. William O. 2 years

ISHERWOOD was recommissioned at Charlestown 5 April 1951, and completed a period of activation 15 June, when she sailed for the Caribbean and refresher training. She returned from this cruise to Newport, her home port, 6 August, but sailed again 27 August for duty as plane guard off Jacksonville until 11 September. After a month of local operations in the Narragansett Bay Operating Area, she entered the Boston Naval Ship Yard for an overhaul 9 October through 31 January 1952.

4 Feb
ISHERWOOD sailed to Guantanamo for training in order to restore ship and crew to peak efficiency after the lay-off of her overhaul, and returned to Newport 30 March to make preparations for a Mediterranean cruise. She departed Newport 22 April and arrived off Gibraltar 3 May. Following her cruise, she sailed from Lisbon 9 October, and anchored in her homeport on 17 October. *ops with 10th Fleet (reclaiming) screening duties*

overhaul Boston Nov-Dec
Gunnery exercises took ISHERWOOD to Bloodsworth Island, Virginia, early in the New Year, but otherwise her operations were local until 22 April 1953 when she sailed for the Mediterranean via Norfolk. Her cruise ended at Newport 26 October, and on 25 November she left for Boston where she remained until 4 January 1954. *dp. 4 Feb 1954 returned Newport*

11 Jan sailed for Fla
ISHERWOOD's crew welcomed a brief stay in Florida waters on plane guard duty in January 1954, and then made way for Boston where she again underwent overhaul. Upon completion of repairs on 24 June, she proceeded to Guantanamo Bay for refresher training, returning to Newport 20 August. Here she made preparations for a change of homeport, and 30 November sailed for the Panama Canal and San Diego where she anchored 15 December. A few weeks subsequent, she entered upon a tour of duty in the Far East, calling at Pearl Harbor and Midway enroute to Yokosuka.. Operating mainly in the Philippines, she also served on Taiwan Patrol duty from 14 April to 11 May. She returned to San Diego 19 June for local operations for the remainder of the year. *24 Jan ← East China Sea ops Feb*

overhaul at Mare Is. Sept 56 Jan 57
ISHERWOOD sailed 31 January 1956 on her second Far Eastern tour, operating in Japanese waters, and with the Taiwan Patrol 9 April through 2 May. Returning to San Diego 22 July, she remained there until 11 April 1957, then sailing for Pearl Harbor, Pago Pago, and Australia enroute Subic Bay and operations in the Philippines. She moved to Kaohsiung for Taiwan Patrol duty between 4 June and 3 July, and completed her tour in Japanese waters before returning to San Diego 29 September. *arrived 24 Feb Yokosuka May - Phil Is 24 May Hong Kong July*

Kobe Jap. 8 June Aug - Nov
She operated off San Diego and San Francisco until 20 May 1958 when she again sailed for the Far East and the Taiwan Patrol during the crisis precipitated by Communist attacks on the off-shore islands. Returning to San Diego 7 December, she stayed during the holiday period.

2 Feb
On 26 January 1959 ISHERWOOD proceeded to Mare Island Naval Shipyard, Mare Island, California, undergoing ten days type training enroute, and commenced an extensive three month yard overhaul. On 8 May 1959 she headed back to San Diego for more type training.